

TABLE 14 – SALT LAKE CITY OLYMPICS: HOW TO GET AFVS INVOLVED?

“Greening” the Olympics through AFVs

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In just one thousand days, Salt Lake's 2002 Olympics Winter Games (Feb. 8-24) must transport 1.6 million spectators, 3,500 athletes/officials, 3,500 Olympic Family, 20,000 volunteers/staff, 7,400 sponsors/

guests and 9,000 media reps. The Paralympics (March 7-16) immediately follow the Olympics and will attract about 160,000 individuals. These Games, though smaller in the number of participants and the scope of the transportation demands than the Summer Games, still present a daunting task.

Olympic organizers will be moving the 1.65 million individuals to more than a dozen key locations. Of the 10 Olympic competition venues, five are valley venues and five are in the mountains. The four non-competition venues, primarily in Salt Lake City, include the Olympic Village and Olympic Stadium located on the University of Utah campus. All Olympic sites are either in or along the Wasatch Mountain, which marks the western edge of the Rockies. And all venues are a 10 - 60 minute drive from downtown Salt Lake City. While not an official venue, the Salt Lake City International Airport will be an essential transportation hub during the Games.

Alternative fuel vehicles will be there, and Salt Lake Clean Cities is involved. Our goal for the Olympics is to have as many, official and unofficial, AFVs remain in Utah after the Games as possible, and that our infrastructure be enhanced to serve our future needs. **Here's how.**

While this is a project under construction, we're confident that on a fine spring day in 2002, Salt Lake Clean Cities folks will proudly tell tales about our glorious Olympic AFV triumphs. But for now, we list our work under these two titles: *Work in Progress* and *Our Wish List*.

Work in Progress

Although the Salt Lake (Olympic) Organizing Committee (SLOC) takes full responsibility for Olympic transportation needs, Clean Cities has been invited to participate. Tom Halleran, director of transportation, fully intends that SLOC will use clean fuel vehicles and is currently scouring the west for loaner alternative fuel transit buses. SLOC's own fleet (3,600 over 3 years), provided by General Motors, will consist of cars, vans and trucks. The athletes and officials will be transported primarily in vans. It's important to note that both vehicles AND fuel must be part of a sponsor's in-kind donation. Texaco is the fuel trademark sponsor.

While there are few AFV buses in Utah, there is an outstanding compressed natural gas and propane refueling infrastructure (4th largest in country) that currently serves a large number of light- to medium-duty vehicles. Clean City stakeholders are prepared to fine tune and augment that infrastructure, as necessary. An important CNG refueling site scheduled to open in 1999 is the commercial-sized public/private station at the Airport. Also, the north-south electric-powered light-rail system will open late 1999 or early 2000. A second west-east segment, from the Airport through downtown to the University is expected to open in time to serve the Olympics.

Our Wish List

Salt Lake Clean Cities would wish that:

- 25% of GM's donated vehicles, and 75% of the vans, be propane, CNG, electric, etc;
- 20% of transit buses be AFVs;
- Salt Lake City's (new?) downtown trolleys be AFVs';
- with GM's help, Clean Cities works with dealerships to do local resale of SLOC vehicles;
- with SLOC's help, commercial delivery and service vehicles serving the Olympics be AFVs;
- A majority of hotel, motel, lodge, resort, canyon transportation shuttle vehicles, taxis and some rentals be AFVs;
- with SLOC's encouragement, the municipalities and counties add AFVs to their fleets;
- in all secured areas, electric bicycles be used as emergency vehicles, where possible.

Do you have suggestions to add to ***Our Wish List?*** Please contact me and share.

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